

VOL. IV.

EDMONTON, SATURDAY, NOVEMBER 29, 1913.

No. 286.

LOOSE METHODS UNDER PRESENT SYSTEM

FIRST REPORT FROM NEW CITY AUDITOR ILLUMINATING

Many Discrepancies Are Pointed Out by A. N. Moul—Questions Suggested Which Should Have Been in Force Years Ago—Investigations Now in Progress on Matters Not Yet Explained.

The following remarks in connection with matters which have come prominently before the audit department may convey to you the unsatisfactory condition of affairs, which are only too apparent.

Bonding of Employees
The condition in which the audit department was found when it was first organized, was such that it was impossible to call for a special report to the city commissioners, which was submitted on October 11. Incorporated in this report is a schedule showing those positions and employees whom it is considered should be bonded and bonded, together with recommendation covering the method of dealing with this in the future.

I would direct attention to the fact that notwithstanding it was known in the month of May that irregularities existed in the telephone department, no prompt action appears to have been taken, and it was only during the current month that the agents of the bonding company were officially notified of the amount of the late cashable A. defalcations.

It being known in May that there were irregularities, a thorough examination should immediately have been made; the bonding company also should have been promptly notified in order that they might take the necessary steps to protect the city and themselves.

In the course of the audit of the accounts of the exhibition association, it was observed that the cost of bonding the officials of the association had not been debited by the city to the association.

In view of losses suffered by the city in the past, it was considered advisable to recommend that the city commissioners should be bonded, together with the street car conductors before under bond, and this has since been done.

Fire Insurance
This was found to be in a condition the reverse of satisfactory and reports from the city commissioners, which on the 10th instant, requested that the audit department should deal with the matter. This is now being done, and a report covering all of the city's fire insurance, together with recommendations for the future management of same, will shortly be submitted. As showing the unsatisfactory manner in which this important matter has been dealt with in the past, the following are extracts from letters received from the city commissioners:

"It has been hard to secure much information on fire insurance."

"There is no fire insurance on any of the buildings that I am aware of."

"It is not possible to give you the value of our stock, or the percentage that should be insured under the policy. The machinery, which I see is insured for \$15,000, will take almost a week to enable us to give you anything like an exact idea of the value of the stock. It was bought previous to November 1912, although there was never an entry made in the books, and the policy was issued on that date; also making a rough estimate of the value of the machinery in the shops, we cannot have more than \$10,000 worth of stock; where the value of \$15,000 was taken from room and things, we have no way of telling the value of this building, as the cost was not kept separate, but was included in the total cost of the works."

Accident Insurance
The city up to the present has not carried any insurance against fire or accidental death, on any of its employees, nor has any provision been made to protect the city against loss, which might arise under the workmen's compensation act, 1908.

It is regretted that under these circumstances, this report has been asked for, and the information necessary to enable me to be submitted is now being received.

Contract Register
This book is intended to be an official record of all contracts and agreements entered into by the city, and of payment thereon. It should, on account of same, so that at all times there might be readily available accurate information in regard to the city's indebtedness. This important book has, however, been kept in a most inefficient manner, and as a means of protection of the city's interests it is in a present condition almost worthless.

Notwithstanding the fact that contracts and agreements entered into in this book represent hundreds of thousands of dollars there has practically been no record kept in the "contract register."

Of payments made by the city on these contracts and agreements since August, 1908.

Attention is here directed to the necessity of all guarantees bonds covering the fulfillment of contracts being properly filed against fire. At present, the number of these valuable documents are filed in an ordinary filing cabinet in the city clerk's office, instead of being kept in the fire proof vault provided for the use of that office.

Real Estate Register
This book should contain complete records of all land transactions entered into by the city, clearly show those properties owned, and the purpose for which they were purchased, together with such further information as may be necessary in each case. The necessity of this being accurately kept will be apparent to all. The condition in which this book now is will be apparent when it is pointed out that having been for a number of years, it has not been updated since the 15th September, 1910, and to this date there has been added to the city's real estate property, expecting, as I had no right to expect, that such work would be promptly forthcoming.

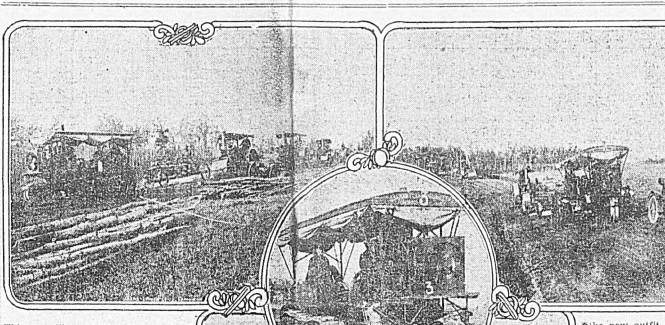
I wrote again on 25th September, the 10th October, and 11th November, and it was only on October 24th that a list was received. In as much as the letter which accompanied this list suggested that it might not be accurate, the matter was reported to the city commissioners, who gave instructions to the audit department to take such steps as might be necessary to put the matter in proper shape and to employ or direct such official as may be capable of carrying out the work satisfactorily. Following these instructions, a member of the audit staff was appointed to this special duty, and when his work is completed, a new "Real Estate Register" will be written up and a report submitted to the city commissioners.

It is a considerable time before this can be accomplished, as it will be necessary, in order that it will be done thoroughly, to examine the assessors' rolls, minutes of council meetings, bylaws, departmental records, and possibly have search made at the land titles office.

As illustrating the lax methods in which the city has proceeded in keeping a record of the city's property, the following is submitted: A list of the streets and roads in the extension of the street railway to the Highlands, is a letter dated November 12th, 1912, in which the city commissioners undertook to deal with the matter. This letter should have been sent to the city commissioners, and the fact that it was not, is a clear indication of the laxity of the city's management.

With regard to the real estate property owned by the city, it is proposed that a list of this in such a manner that it should be a complete and accurate record, and that it should be kept in a safe place, and that it should be available to the city commissioners at all times.

VIEWS OF SASKATCHEWAN DRIVE, ONE OF THE MOST SCENIC ROADS IN THE CITY.



This cut illustrates some of the work done this year on Saskatchewan Drive which, when completed, will make one of the most popular motor roads in the city. Winding as it does around the brow of the high ridge on the south side of the Saskatchewan, it affords a most picturesque view at any season of the year.

It is the intention of the city council to open up the portion of this drive lying between Second and Eighth streets west next year. The property necessary for this improvement has recently been secured. During the past summer a large portion of the drive from the University grounds west was cleared out, graded and rolled, and is now in first-class shape.

When the entire distance has been opened up it will be a continuous road from 15th street east through to Sixth avenue south, a distance of approximately 3 1/2 miles.

In the centre of the group will be seen a large caterpillar engine. This engine is coupled on to a very heavy road grader as illustrated in another picture in the group. The old style

graders were not strong enough to stand the heavy strain required in grading out these new roads. With

the new outfit it has been possible to do first-class work and at a lower cost than formerly.

Following immediately after the heavy grader comes a massive ten-ton road roller. This packs down the road and makes it ready for traffic.

No doubt many of the citizens have already driven over the portion of this drive that has been opened up during the past summer and will be agreed that it makes one of the most scenic drives in the city.

Before the entire drive has been completed next year it will be necessary to build a bridge across the depression at Third street west. The new drive will also cross the tunnel bridge now being constructed by the C.P.R. over the tracks at Anthony at the bottom of the group is seen the street superintendent, Dan Alton, under whose direction this work has been done. It is only one of many streets that have been put into first-class shape during the construction season just closed.

It will be necessary to keep the books open until the close of the fiscal year.

Health Department
The audit of this department to June 30 was made prior to September 1, and the report from that date is now in progress.

License Department
This audit has been completed from June 1 to October 31, and with the exception of receipt book No. 1301 to 1302 being missing, the accounts have been found in order.

A slight change may be considered necessary in the accounting system of this department, whereby a better check may be possible with regard to the licenses. This, however, will be dealt with later on in the form of a report to the commissioners.

Police Department
The audit from May 1 to October 31 has been completed. A few discrepancies of no material amount were discovered. During the course of the audit it was considered necessary to recommend to the commissioners that a better system of issuing tickets be put into force. The commissioners agree with the recommendation, and a new system, simple and inexpensive, was put into effect on November 1.

Public Works Department
The accounts of this department have been audited from May 1 to October 31. The system of accounts throughout this department is not considered to be altogether satisfactory, but further information is being gathered, and before a recommendation is made in regard to any changes, the whole matter will be gone into with the chief accountant and the accountant.

Parks Department
The audit from May 1 has been made as far as possible, and while the department has been a considerable time in arrears, the accounts are now being brought up to date, and the books should be kept open until the close of the year.

Power Plant Department
The audit of this department has been completed from May 1 to July 31, and with the exception of a few minor errors, of which correctives are being made, the accounts have been found in order.

Stores and Warehouse Department
The audit from May 1 to July 31 has been completed, and attention is directed to the following matters: The inventory of the department covered by the audit was found to be lacking in many essentials and a large number of errors were discovered. A record has recently been put into operation, and it is hoped that with the help of the inventory of the department, the accounts will be brought up to date.

No reliable price book covering the period of the audit was to be found, but one is now in operation, and should overcome many of the weaknesses shown in the invoices.

The filing of the departmental invoices is a matter which has not yet been attended to, and it is hoped that this matter will be given the attention it deserves.

At the time of the amalgamation of the cities of Strathcona and Edmonton, the value of over \$100,000 worth of stock was transferred to the Strathcona stores, but a proper adjustment of these stores, which were shown in the Strathcona work department of the city of Edmonton, has not yet been made. This is a matter which should have been attended to at their correct place. In particular

VEGREVILLE GAS WELL LOOKS GOOD TO TOWN ENGINEER

He Tells About the Anticlines at a Public Meeting of the Ratepayers.

PRESSURE AND VOLUME NOW GREATLY INCREASED

Sufficient for Power House and Lighting and Heating the Town—Is Worth Half a Million to the Municipality.

At a public meeting held recently in Vegreville the town engineer was asked to explain to the citizens the general formation of the anticlines known as anticlines. These, he stated, are the apices of this formation which the strata of the earth have been pushed up.

Having been instrumental in the choice of a drilling company for the well, Mr. Alcock, the very person being in a position to construe the benefit and the citizens of Vegreville upon the successful result that has been attained.

"Engineers acting for small municipalities felt very much the difficulties to which they were necessarily subjected, as their efforts were generally confined to the task of procuring the place which otherwise they might submit, but invariably the result was a failure, and the citizens of municipal finance, therefore, their efforts had to be directed to the greatest good to the greatest number."

The gas experts, after having explained a great deal of time and study on the gas question in the interest of Edmonton, had received a very hard knock from numbers of the Edmonton Corporation, who went up to the Pelican gas field, without instruments, and found the Pelican well, they reported, was not worth the trouble.

After careful investigation of all the known wells in this territory, including the Pelican well, the experts unhesitatingly proclaimed the Vegreville well to be the best in Northern Alberta. Although this well is also the apex of a horse-shoe formation, its pressure and volume, Mr. Alcock found, had materially increased since his last test. When he first opened it, it astonished him, and reported that the product would be sufficient to supply fuel to the power house, but recent examination and test revealed to him that it would be sufficient not only for the power house, but also for lighting and heating purposes.

It was estimated that the well fully \$100,000 to the town for gas. It was an extremely valuable find, and the citizens of Vegreville, who had hitherto been in a position to supply a satisfactory flow of gas at Vegreville.

Does this refer to these invoices covering the cost of the expenditure of the department of accounts in this department can, with considerable advantage, be altered, but before taking any steps in this direction, consideration must be given to the necessity of affording better facilities for the staff, also improved facilities for properly taking care of large quantities of goods which come under the care of this department. With better accommodation and improved facilities for storing goods, a general re-organization may be made, which will result in more efficient service to the other departments, and a reduction in the cost of operation.

It is not necessary to the decision that the superintendent and staff have been working under very trying conditions, and that they have proved matters, but their efforts to increase the standard of efficiency are greatly appreciated, and it is hoped that they will be given the consideration which they are surrounded.

It is proposed to a general re-organization of this department there is a recommendation in the city commissioners' office, a re-organization of the department, and a reduction in the cost of operation.

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A slight change may be considered necessary in the accounting system of this department, whereby a better check may be possible with regard to the licenses. This, however, will be dealt with later on in the form of a report to the commissioners.

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The audit from May 1 has been made as far as possible, and while the department has been a considerable time in arrears, the accounts are now being brought up to date, and the books should be kept open until the close of the year.

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Loose Methods Under Present Local System

(Continued from Local Page)

At the time of the amalgamation, and not have been permitted to remain outstanding for nearly two years.

Street Railway Department.

Amplified from May 1 to October 31, and the books and accounts found in order with the exception of those invoices received from the engineer's department above referred to.

There is also a credit note received from the engineer's department which calls for explanation. This credit note contains the following message information:

To having an assessment 1912.

Credit Street Railway, debit paving as follows:

Water Avenue . . . \$ 9,158.71
Fifth street, east . . . 4,814.89
Syndicate avenue . . . 12,225.32

\$26,200.92

It is stated that this misadjustment of credit note is in adjustment of some difference in cost of paving construction in 1912. This matter will be investigated by the audit department.

Investigated by the audit department along with other matters in connection with the engineer's department.

While, as above referred to, the books and accounts of this department have been found in order, a number of very important matters, which it is considered should receive attention, are being dealt with directly with the superintendent, and will form the subject of a report to the city commissioners in the course of the month.

On October 14, the audit department forwarded to the city commissioners a list of overdue outstanding accounts on the books of the street railway department, and directed attention to the serious condition of these. The amount of overdue accounts then outstanding was in excess of \$24,000.00 and at October 31 these had increased to nearly \$24,000.00. Over \$10,000.00 of these overdue accounts date back to the year 1912, without apparently any determined effort having been made to enforce collection. The necessity of urgent attention being given to the collection of overdue accounts will be dealt with further on in this report, but the condition of the outstanding balance in this department is not here as they are particularly bad.

In making an inspection of the material yard at the street railway department, it was observed that considerable quantities of goods were lying there which appeared to be in excess of requirements. On enquiry being made in regard to one particular line of steel clips, in value of \$18,000.00, information was received from the superintendent that these goods had been ordered by the city engineer's department for use on permanent track work. No notification, however, was received by the street railway department that these goods had been ordered until an invoice was received from the stores and works department covering them. The goods in question were delivered in June, none of them having been used on this year's work, and in the opinion of the superintendent, the street railway department, it will be several years before they are used up. This is but one instance of waste of the city's money.

Street Cleaning Department.

Audit from May 1 to October 31 is now in progress, and a report will be submitted when it is completed.

Telephone Department.

The audit of this department from May 1 to July 31 has been completed, and from August 1 to October 31 is now in progress.

It is apparent that the books and accounts of this department had been permitted to get into an unsatisfactory state, and that until the present superintendent of the department was appointed, matters had been allowed to drift along so to speak. Much remains to be done towards completing the re-organization, but every effort is being made on the part of the superintendent and the accountant to place the affairs of the department in that state of efficiency aimed at.

Waterworks Department.

Audit from May 1 to August 31 is completed, and the audit to October 31 is now in progress. The books and accounts of this department were found to be in satisfactory condition, except a few minor errors, which have been corrected.

The accountant of this department has refused to pass an invoice of some \$22,000.00, received from the engineer's department, owing to lack of information, and his action in this matter is upheld by the audit department.

Exhibition Association.

The audit of the books and accounts of this association for the year ending October 31 was completed on the 29th instant and on the date I forwarded to you a letter directing attention to the necessity of some specific understanding and agreement being arrived at, whereby the interests of the city and association may be fully protected.

BRONCHITIS CURED BY MEDICATION

No Drugs to Take—You Simply Breathe a Healing Balsamic Vapor.



Every Breath Carries Healing Balsam to the Sick-Sore Places in the Nose and Throat.

Montreal this time given splendid praise for the modern way of curing cold, catarrh and bronchitis.

Instead of taking irritating drugs into the stomach, or using an old-fashioned spray, the sensible man nowadays breathes the soothing vapor of Catarrhose and gets well right away. This is exactly what Mr. Joseph Duane did last winter when he had office at 57 St. Paul street, he was "suffered for years with the worst form of chronic bronchitis and nasal catarrh. I tried all kinds of syrups, ointments, tablets and washes, but they proved ineffective. In fact I could not breathe. I read the Montreal Witness of Catarrhose and bought an outfit. In a few hours I got relief. The air passages of my nose were cleared out, and I was able to breathe freely. My throat was strengthened, my voice improved, and no longer ragged and coughed. The effect of Catarrhose was wonderful. Now I can breathe and have no throat distress. I urge everyone with a weak throat, with a cough, a cold or a touch of catarrh to use Catarrhose."

Get the Dollar outfit—lasts two months and is guaranteed. Smaller sizes 50c and 25c each, all stockholders and druggists, or The Catarrhose Company, Buffalo, N. Y., and Kingston, Canada.

BIG CROPS FROM TOBACCO WEEF GREAT BRITAIN

Land Once Given Over to Weeds Now Pays Big Money in Tobacco Crop.

On 30 acres of land at Church Crofton, Hampshire, where a few years ago the only thing that flourished were the weeds and grass, a dozen men recently harvested the biggest crop of tobacco ever grown in England. The crop is the result of the experiment which was carried on by Mr. A. J. Brandon, chairman of the British Tobacco Growers' society, who declares that tobacco growing in England has now passed the experimental stage.

The Development Commission has secured a grant of £7,500 for the five years to encourage the new industry. It is evident that the authorities recognize its possibilities. A London Standard representative, who was shown over the farm by Mr. Brandon, saw the process of cultivation, from the tilling of the land by dynamite to the finished cigarette. Last year from 15 acres planted with tobacco, 22,000 pounds were raised and put on the market. This year 24 acres were planted in March, and the harvest is equally satisfactory. Some 24,000 plants were put on the 26 acres, and 95,000 plants were sent to you as a letter directing attention to the necessity of some specific understanding and agreement being arrived at, whereby the interests of the city and association may be fully protected.

There are 1,600 plants to every acre, and in one day of time two men and one boy can plant 100 plants. The crop that was sown or planted at the beginning of the year is now being harvested.

Neglected hedges are either already the bare drying sheds are being hung with fine leaves. The visitors were shown the ground which the representative visited the farm. Six men were working the crop, two were cutting it, two were loading, and behind these four men were unloading at the sheds, and there were two carriers. The labor required is not great, but on an average an acre of tobacco will keep three men employed all the year round. Millions of pounds of tobacco are imported into England every year. The advantage of growing some of it in this country is obvious. "We expect this year that we shall have a crop of from 1,200 to 1,500 pounds of tobacco per acre," said Mr. Brandon, and thought.

Tobacco equal to the finest American, still we can produce a good smoking tobacco, I am in high hopes of growing light tobacco, which can be produced without any kind like the labor required for the other kinds. At present the most successful kind that we have here is known as Blue Prince.

Since last year great progress has been made in the industry, which was at one time a flourishing one in this country. The first crop was raised in England in Wales is tobacco grown, and before 1910 the growing of the plant was popular by law. Last year, however, the British Tobacco Growers' association was formed, and the growers of the tobacco in England are now organized. Briefly these terms are that all the tobacco crop is disposed of by the association, and any profits out of the transaction is handed over to the government. The growers receive a price of £5 to £10 per acre, as the association determines. The cost of cultivation is covered by the price. The cost of growing tobacco is about 40p per acre.

Greedy Tourists Abuse Monks' Hospitality

Throng St. Bernard and Never Think to Pay for What They Eat—Ancient Institution in Danger of Going Broke.

Geneva, Nov. 28.—St. Bernard Hospice, probably the most famous institution of its kind in the world, is in danger of being closed out of existence by an influx of 20,000 "vaporers." Situated in the wildest and most desolate parts of the Swiss Alps, more than 4,000 feet above sea level, it is one of the few places known to man where it is still possible to get some food for nothing. Unfortunately for its financial stability, the majority of the well-to-do guests who stop under its hospitable roof are only too willing to take the fullest advantage of the fact.

The traveler is received there with hospitality as generous as it is disinterested; no charge whatever is made for either food or lodging, and the only request is that the key be left in the chamber door on leaving.

The hospital of the Augustinian friars is ill-rewarded. Throughout the year their early charges with spirit and kept pure and in their devotion to a noble aim these strange monks have kept free from the pollution of money. Their simple, honest, and even if the monks have not, and it is now certain that the Grand St. Bernard Hospice is on the brink of catastrophe. Four hundred free meals and rooms may put the place out of business.

For several years past more than 20,000 tourists have visited the hospice annually. Many of them, however, have had two or three meals. Instead of leaving behind in the chapel offering box the small amount to pay for their food, no direct charge is made—without profit, the hotel and kitchen staff are left with a load of silverware in scarcely enough to feed 1,000 of the 20,000.

While at the hospice on a late occasion some French tourists arrived in the afternoon.

It is a strange life these Augustinian monks lead. Sixteen years ago, when the hospice was founded, the monks were no more than a few, and their numbers have since increased to about 100. All this is to be seen by the regular tourists who arrive each year and who sleep and eat at the monks' expense, without any thought of the hospice's dwindling funds.

WAS SUBJECT TO SEVERE BRONCHITIS.

Doctors Only Gave Temporary Relief. Dr. Wood's Norway Pine Syrup CURED HIM.

Bronchitis is generally the result of a cold caused by exposure to wet and inclement weather, and is a very dangerous inflammatory affection of the bronchial tubes, which can lead to the most general cause of consumption, so cure it at once by the use of Dr. Wood's Norway Pine Syrup.

Mrs. C. G. Dring, Hamilton, Ont., writes: "Our little boy has been subject to severe bronchitis ever since birth, and different doctors claimed to be only able to relieve him temporarily. A neighbor advised us to use Dr. Wood's Norway Pine Syrup, so I got a bottle, and after the third dose noted a decided change, so kept on with it, and a couple of bottles were enough to completely cure him. Since which I have kept a bottle on hand, and give it to him as soon as we notice him troubled with a cold, after which it disappears as if by magic. We recommend it to all our friends who find it just as good as I say."

Price, 25c and 50c a bottle. Be sure and get the genuine "Dr. Wood's" when you see it. Put up in a yellow wrapper, three pine trees the trade mark, and manufactured by The T. M. Myers Co., Limited, Toronto, Ont.

When replying to advertisements please mention the Daily Capital.

HOTEL TURPIN

27 Powell St. at Market, San Francisco, Cal. E. L. & A. W. TURPIN, Proprietors. Rooms \$1.00 to \$2.00. Bath \$2.00. Auto-hotel meets all trains and steamer.

debris which covers the Alpine pass on foot, pushing, looking for work, or retreating backward without money or friends. Throughout the winter months, with days are continually on the lookout for one who, consequently, how many lives have been saved. The hospice is a sheltered service of mankind has continued in return for which the only reward is that on leaving the waiter "leave the key in the door." On leaving one sees nobody, unless the service is sent is asked for to point out the way.

Eastern Excursions

December 1st to 31st

Return Limit 3 Months

Stopovers at 15 Days

Dining Cars

Fort William

Standard Sleepers

Tourist Sleepers

By Daily from Edmonton to 21.45. Connecting at Winnipeg for Toronto, Montreal and all Points East

Special Train to Halifax

Through tourist cars to Toronto, December 1 to 20

(In connection with "Hesperian" sailing December 12.)

Leaves Edmonton at 21:45 December 6th.

No changes en route.

All steamship lines represented.

United States Excursions

First class round trip fares from Edmonton to

December 1 to 31

Return limit Three months

MINNEAPOLIS and ST. PAUL \$46.70

DULUTH \$44.40

CHICAGO \$62.30

KANSAS CITY \$68.20

Corresponding fares to other points in ILLINOIS, IOWA, MISSOURI, NEBRASKA, and WISCONSIN

Edmonton Ticket Offices—

143 Jasper Avenue E.—Phone 4111-6288

Edmonton Depot —Phone 2882

Strathcona Depot —Phone 2943

FAMOUS CALIFORNIA WINTER RESORTS

The center of all winter attractions and social activities. But a dozen's throw from the psychic spot at the southern's finest beach.

Hotel Virginia

Hotel Virginia is easily accessible to the famous Virginia Beach, which is the most famous 18-mile golf links in the world. From the hotel, the famous Virginia Beach, which is the most famous 18-mile golf links in the world. From the hotel, the famous Virginia Beach, which is the most famous 18-mile golf links in the world.

THE UNITED STATES NATIONAL BANK

"The Bank That Made Broadway."

Broadway at Second St., SAN DIEGO, CALIFORNIA.

LONG BEACH SANITARIUM

Long Beach, Cal.

Best equipped electrical and mechanical Swedish Department in the West. Surgical Department equipped exceptionally fine. Competent corps men and women physicians and surgeons. Graduate nurses only employed.

Mental or Pulmonary Tubercular cases not accepted.

Excellent table. Equable, warm, dry winter climate.

Write for Booklet and Rates to W. RAY SIMPSON, Manager.

Hotel Snow

Hotel Snow, built of concrete and steel. Absolutely fire-proof.

Los Angeles

Con. 6th and Flower Sts.

Close to public buildings, stores, theaters, etc.

Cars direct from hotel and reservations.

Stratford Inn

AT DEL MAR THE SOUTH OF CALIFORNIA

Combining ocean, mountain and valley. Spectacular views. Modern hotel open year round for the demanding refined tourist. Excellent restaurants. Rates and detailed booklet upon request.

ARLINGTON HOTEL

Santa Barbara

Absolutely fireproof, beautiful location, excellent cuisine, excellent service. Excellent location, excellent cuisine, excellent service. Excellent location, excellent cuisine, excellent service.

BALTIMORE HOTEL

Los Angeles

Fireproof

Rates \$1.00 to \$3.00.

DEL MONTE CALIFORNIA

Where it is Summer all the year. On the Bay of Monterey, 125 miles south of San Francisco via the Southern Pacific R.R.

A 6,500 yard, 18-hole course with solid links. Fairways and green areas. Fine clubhouse. Only 5 minutes walk from hotel.

Only 5 minutes walk from hotel. Only 5 minutes walk from hotel. Only 5 minutes walk from hotel.

PASO ROBLES HOT SPRINGS

California

Half way between Los Angeles and San Francisco on the Southern Pacific.

Spend the winter months at this beautifully situated resort. Soak in its glorious climate. Hot Mineral Waters. Luxurious Baths. All Amusements. Write for descriptive booklet.

Bathing

Spend your winter at the world famous HOTEL DEL MONTE

DEL MONTE CALIFORNIA

Where it is Summer all the year. On the Bay of Monterey, 125 miles south of San Francisco via the Southern Pacific R.R.

A 6,500 yard, 18-hole course with solid links. Fairways and green areas. Fine clubhouse. Only 5 minutes walk from hotel.

Only 5 minutes walk from hotel. Only 5 minutes walk from hotel. Only 5 minutes walk from hotel.

PACIFIC GROVE HOTEL

Del Monte's Famous Golf Links

RATES: \$2.00, \$3.50, \$4.00, \$4.50

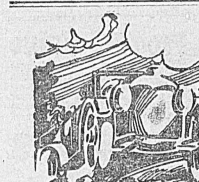
Both Hotels give American Plan only and under the management of H. B. WARNER, Del Monte, Cal.

Write for beautifully illustrated booklet giving full information.

REFERENCES: OUR FORMER GUESTS

Both Hotels give American Plan only and under the management of H. B. WARNER, Del Monte, Cal.

Write for beautifully illustrated booklet giving full information.



FAIR DISPLAY OF FRANKLINS IS WORTHY OF NOTE

Some Notes on This Machine That Will Prove Interesting to Motorists.

The fair display in all lines can be seen in the shop windows and has even extended to automobile rows. Particularly noticeable among the new automobiles on display is the exhibit in the window of Mr. C. M. Johnson of Edmonton, Alta., where the first New Series Sixty-Five Franklin to arrive in this city is being displayed.

While all previous Franklin models have been distinctive in design this new car presents a still greater Franklin individuality. The car is rather low with clean running body and the slightly domed panels of the steering hood have added a still richer effect. The neatness and beauty is carried out even to the smallest detail and the entire car is finished up with all parts above the engine deck nickel-plated while the parts below, except those of the chassis, are black-enamelled.

Particular interest points to the Franklin because it is the only car of the kind in this country, having a direct air-cooled motor. The public is interested in this principle of motor cooling as it applies a method well known to all.

The Franklin direct-cooled motor uses a Strocov fan flywheel. This Strocov fan flywheel draws out the warm air in fact draws in cool fresh air over and around the radiating surfaces of the Franklin motor and the heat is literally wiped away. The Strocov fan flywheel is actuated by its use in fact, for drawing out the warm air.

The fan has gained the name Strocov from the Strocov winds which blow off the African deserts and are very warm stifling winds. The Strocov fan flywheel is the greatest air-moving machine of modern times, drawing out the warm air.

The use of the direct-cooled motor, thus eliminating water, a radiator and a water circulating system, has given the Franklin body designers full sway and the distinctive sloping hood is the result. There is no intrusive break in the body lines anywhere in the car. This new Franklin typifies the present age of specialization. This model is the only one the company now manufactures, having concentrated all its effort on this one car. This comes after 12 years of building several different models each year although the concentration on this car has been gradual. Three years ago the company discontinued building trucks. A year ago the four-cylinder model was discontinued and six months ago the four-cylinder model was discontinued. Then this fall the four-cylinder model was discontinued and a new Sixty-Five brought out.

The new Sixty-Five is a refinement of the Franklin "Little Six" which in the past two years has proven to be the most popular model ever made by the Franklin company. The Sixty-Five is built in its own class, a touring roadster. All bodies are interchangeable on the chassis which constitutes the entire Franklin line.

TEN-YEAR-OLD REPEATS

Ten years a 10-horsepower Cadillac, then a new, stunning representative of the latest in automobile development, the Royal Automobile club of Great Britain 100-mile reliability run. Recently over the same roads southern England, under the auspices of the R. A. C. the same little Cadillac, remarkable showing by participating in the anniversary run of this famous trial and coming through with flying colors.

Motor Show in London Proves More Attractive Than the Horse

More Low Priced Cars on View—Self-Starter is Very Popular—English Makers Using Small Engines.

London, Nov. 29.—The twelfth international motor show opened at Olympia last week, and is providing a greater attraction here than the horse show held at the same place during the height of the season.

The show place used to provide London with horse races, but the remarkable popularity of the motor show as a social attraction reflects the altered habits and there will be many more this year if the attendance of the opening days is kept up.

The motor show is one most easily described in the automobile exhibition, but subtle differences always prevail to demonstrate national and commercial changes. The Persian luxury mode, for example, shows French and English in London, and possibly the English ideal would be out of the picture. Nevertheless, although the nations seem to be at odds, there is no harsh discordance, and the 120 different makes of cars and "chassis" prove that the automobile is becoming an international product with few local peculiarities. The carriage work and color schemes are the chief means for displaying national characteristics, but as many American cars put on English bodies and as French and other foreign bodies built for the English market, conform to British taste, there is little clashing, and in comfort and style the general level is excellent.

In contrast with other years large improvements are few. The streamer, the body is common this year, and in touring cars one can best note the changes of design which seeks to free the motor car from all pretensions. The French had body is a fresh development of this idea, and by another year it will be a substantial body in which the streamer line and a topless shape will lead to the motor car completely free from the outer shell.

With regard to mechanical features of the new cars, it may well be said that Olympia would have been far less interesting this year but for the American innovations, which are manifest by the engine starter or self-starter. Working models for America have no doubt made the demand for a starter more triumphant in Europe.

The problem has been long for the American car to be accepted in America but now produced the inevitable result, namely, that the American car is fitted with starters, not a few of which are of the electric type, but almost exclusively, although the Volney Smith engine compressed air very successfully. Powerfully, cooled springs are used in another way, in the whole car, which has a rack and pinion in the rear box, which is operated through a gear change lever when this is moved into a special slot. This is a purely mechanical device. Another innovation of the car is the coupling part of the car's forward with levers acting on the flywheel. The driver steps on this part of the footboard when getting into the car, and his weight, acting on the levers, sets the engine shaft revolving.

Of the electrical starters there are two main classes. First, the two-unit type, with a "barrel" motor and electric motor, and second, the single-unit type, in which the motor and motor are combined. It is notable that the English makers are in the main not only using the electric starter, but in the use of metal. So powerful is one of these starters that it is able to start a car with a medium-powered engine round for nearly an hour without stopping, while the whole car should go 40 yards or so.

Whether this point is a pet of the electric vehicle, which has been tried with success in the past, is a nice subject for argument, but it is held that the electric motor is a weak-powered and flimsy starter is poor for power and high compression engines.

It may be mentioned that the Royal Automobile club has been in the habit of holding a 100-mile trial of the car. This year, the club has held a 100-mile trial of the car. The car, designed by the famous Italian designer, has been a success in the trial, bringing all the cables and controls through the steering wheel, and the dashboard is free from the power station.

The second notable feature revealed by the Olympia show is the progress of the Light car. In this motor Europe is not far behind the United States, and for next year there will be a good supply of small cars at moderate prices.

The European method is distinctly opposed to the American. They favor a car which is able to produce a car with a big engine at a popular price, and to the European idea of American cars have big engines. But when the British manufacturers "sleek" cheap cars they set out to make them small, and the engine is the first thing that is whittled down.

It may be of interest to American manufacturers to note that the demand in England, with its insignificant fuel consumption, is for a high average speed, and the smaller car must be fitted with speed motor. The British manufacturer asserts that American cars do not possess these speed motors, and at Olympia one can see many little vehicles of half the horse power of the average American car, yet selling at far higher prices. The demand for them is increasing, too, and British cars are getting closer to American prices. The "sleek" cheap car of the English and American manufacturers.

PROGRAM FOR Y.M.C.A. EXHIBITION IS READY

Contestants Have Been Carefully Trained and Practice Work is Expected.

The committee in charge of the gymnasium exhibition, held at the Y.M.C.A. has completed its labors and the result will be a very satisfactory display of the powers of the contest. Those who will take part in the exercises have been carefully trained in their parts and will give a creditable performance. Some of them are as good as the gymnasts as are often seen on the vaulting stage.

The program is as follows:

1. High bar work by the class team.
2. Floor bar and gym work.
3. Volley ball game, Junior Business Men vs. Young Men.
4. Parallel bar work.
5. Pyramids and floor work.
6. Basketball game (Varsity vs. McDougall Church), a league game.

Admission to the exhibition is free, and the management have particularly invited women to be present and watch the work which is being done by the young people.

A Cube to a Cup

Every minute of every day and night Oxo Cubes are being used to strengthen—to invigorate—to save time and trouble—Much better than Beef-Tea

Every invalid—old and young—every busy man and woman desirous of maintaining health and fitness—finds in Oxo Cubes a delicious and strengthening food—rich in vitamins and containing the essential elements that build up health and vitality and keep the body fit.

UNLIKE OTHER FOODS NONE OF THE STRENGTHENING ELEMENTS IS LOST IN THE COOKING PROCESS. Simple—handy—delicious—no cooking—no measuring—no waiting—no waste—just add hot water—and stir. Ready in five minutes. No waste—just add hot water—and stir. Ready in five minutes. No waste—just add hot water—and stir. Ready in five minutes.

Auto Tours Are NOT ALL A END

Two British Columbia Folk Motor to California—Trip is Via Lakeview

Portland, Dec. 29.—Touring is not only a popular and absolutely safe mode of travel, but it is also a most interesting and profitable one. Two British Columbia folk, Mr. and Mrs. J. P. Fidler, and their two children, are on their way to California. They are George and Mary Fidler, and their children are Harry and F. P. Fidler, and they are on their way to California. They are on their way to California. They are on their way to California.

They left Vancouver at 11 o'clock in the morning of November 29, Saturday, and are on their way to California. They are on their way to California. They are on their way to California.

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Road Question in Britain

Having made a somewhat exhaustive investigation of the road question under different traffic conditions, the committee on the "Construction of Roads" has issued its report.

Accept of this work, which is the product of careful study and of the report of the committee on the "Construction of Roads" has issued its report.

At this point, it says:

The committee considers that the most effective means of dealing with the road question is to deal with the road question in a comprehensive manner.

It is found that the most effective means of dealing with the road question is to deal with the road question in a comprehensive manner.

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Exciting Hockey Game Held at Victoria, B.C.

Vancouver. Defeated in Score of 4 to 3—New Rule Quikens Game.

Vancouver, Nov. 28.—In an exciting hockey exhibition yesterday evening, Victoria made a single score over Vancouver during overtime play, the final score being four to three. The visiting team scored the first three goals in the first quarter and had the play all their own way till the last quarter. Within seven or eight minutes of the blowing of the final whistle, the home team scored three times without the visitors registering. In the overtime, Lester Patrick completed a fine solo mission play by missing the puck in for the winning point.

The new Patrick rule was not given sufficient time to vindicate its use altogether, but it makes the game faster and more interesting.

WENATCHEE TO BREWSTER RUN

Brewster, Wash., Nov. 28.—The record auto drive from Wenatchee to Brewster was made by E. J. H. Dickie of Wenatchee and E. J. H. Dickie of Brewster. The time was 3 hours 45 minutes, including several stops. The start was made at 8:35 a.m. and the Elman hotel and the men arrived in Brewster at 12:45 p.m., having covered 70 miles over mountainous roads.

REGINA ORGANIZES

Regina, Nov. 29.—Local citizens are preparing for an active season, and intend opening the rink here early next week.

FORD OWNERS

If it's for a FORD, I Have It, Can Get It, or I'll Get It.

Send for Catalog.

E. H. TALCOTT

The Ford Car Specialist.

604 Nineteenth Avenue North.

SEATTLE, WASH.

TEXAS IS GOOD ROAD BOOSTER

Lone Star State Will Demand that Government Build National Highways

Texas has followed the lead of Ohio, New York, Pennsylvania and West Virginia in demanding that the federal government build a system of national highways. At Dallas last week the Texas highway association, a body of interested citizens, met in its organization with the National Highway association, of which it is now a member.

By the terms of its constitution it will have the right to demand that the federal government build a system of national highways. At Dallas last week the Texas highway association, a body of interested citizens, met in its organization with the National Highway association, of which it is now a member.

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Preliminary Announcement

The first carrying of 1914 Studebaker Automobiles was unloaded last night.

1914 Models of many cars have been in town since last Summer, but the Studebaker line has only just commenced shipment, so contain many improvements not shown in its predecessors.

This year there are only two Studebaker Models THE FOUR AND THE SIX

Both Cars have Timken Roller Bearings throughout. Two Unit System of Lighting and Ignition. The favorite Stream-Line Body only on the high-priced cars.

Left-Side Drive and Center Control. Gray & Davis Lamps all round. Clean Running Boards.

Gasoline Tank in the Dash with Gravity Feed. Padded Disappearing Extra Seats. No Projecting Hinges or Handles. Built in Windshield. Schaefer Carburetor.

Fully equipped with Tools, Top Curtains, etc. F.O.B. Edmonton.

"Four" \$1500 "Six" \$2150

SCOTT MOTOR LIMITED

514 SECOND STREET, CITY

Opposite new Empire Hotel. PHONE 2411.

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HERE IT IS! The CANADIAN GIRLS and BOYS OWN PAGE

Selected and Edited by Themselves



DADDY FOX

DADDY FOX looked out one night, When the moon was shining brightly; Though the ground was white with snow, He knew which way to go.

Daddy Fox he was a thief, His ill deeds would press belief; Eggs he loved, and chickens too, Where to find them first he knew.

Straight across the fields he sped, Till he reached a barley field; Soft and stealthy, in the crop, While the old hens slumbered deep.

Half-a-dozen eggs he stole, And some chickens—six or eight; Reward then went home again, Well rewarded for his pain.

But the next day, with a shont, Men and hounds turned Reynard out; After him they ran all day, And at eve did they see Fox day.

AN ACCIDENT

SANDY MACRAE went to spend a holiday with his cousins in the country. He was not used to climbing gates and getting through fences, as they were, so he often tore his clothes, or fell and hurt himself, but he never made a fuss even if he was badly hurt.

The hay-making was all over, and the farmers had cut their crops of mustard. The wheat was in ear and would soon begin to ripen. Sandy wanted to stay till the wheat was ready to be cut down, but he had never seen a harvest gathered in, have you?

The children played all day in the fields. One morning Sandy fell and hurt his knee very badly indeed. He sat down on the grass and drew his stocking away from a cut which was bleeding freely.

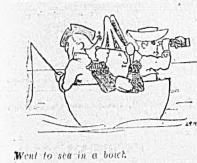
When his auntie came out to feed the chickens, she saw that the children were in trouble.

She first washed the cut carefully and then tied it up. Sandy told her that he had fallen on a sharp thorn some one had stuck in the ground.

How careful people should be to put such things where they will do no harm.

The cut soon healed, and Sandy was able to help make heads to tie up the sheaves when the harvest came.

THREE WISE MEN OF GOTHAM



Want to see in a book.



If the bowl had been stronger.



My tale and been longer.

Our Fable for Three Week

The Dog and His Shadow

A DOG, carrying a piece of meat in his teeth, was walking along the bank of a river, in which he saw his shadow and that of the piece of meat. He thought that this was another dog carrying another piece of meat, and as he was very greedy, he wished to take it from him. But he was quite wrong, and at the same time well punished; for he let go the piece he had in his mouth, and could not get hold of the one which he wished to have.

Taken away by the loss which he had just met with, he said: "Oh fool that I am! If I had not been so greedy, some thing would have been left to me, instead of what I am now obliged to fast."

Moral—Let us never let go that which is sure, lest we lose what is ours already, and have nothing left.

RED REYNARD LEAVES HIS NEST



Mr. Canadian Fox begins to get pretty hungry about this time of the year, and stily noses around for the backwoods farmer's fat poultry. He is quite a pest in some of the Provinces, but there are not many of him left now.

What Our Fathers Were Doing on This Date Years Ago

Opening of the First Welland Canal on November 30th, 1830.

JUST now they are beginning a new Welland Canal to connect Lake Ontario and Lake Erie and so help the trade from the Canadian West to the Atlantic coast, but it was just about this time of the year in 1830, on November 30th, that they turned the first sod for the old Welland Canal, and in the same date six years later, in 1836, the first ship passed through.

This was a big undertaking for Canada in those days. It was just a small country. Commerce was extending Canada, and the country was being rapidly settled by a hopeful people. The Welland Canal, when it was opened up, made a new highway for commerce to the Upper Lakes, and tapped a wide area of thriving settlements in the Far West. As yet, however, the revenue of Upper Canada was inadequate to the growing needs of the Province and trade was much impeded.

This was the cause of a long and bitter quarrel between the two Provinces, Upper Canada (Ontario) complaining that it did not receive its fair share of the revenue derived from the duties levied on goods entering the country at Lower Canada (Quebec) ports. With the design of remedying the grievances complained of by Upper Canada, the Imperial Parliament passed a measure, known as the Canada Trade Act, which readjusted Upper Canada's share of the customs duties levied by Lower Canada, determined what those duties should be, and provided for a more equitable and prompt payment of the Upper Province's proportion of the revenue. Meantime other causes were at work which produced dissatisfaction with both provinces, and finally led to rebellion. In Lower Canada there were burning questions connected with the administration of the affairs of the Province, which for some years had been in the hands of a few men, and in Upper Canada a severe and long struggle grew as the Governor resented allegations from the consequences of his misdeeds, sided with the dominant ruling party, and resorted to unpopularity in making unauthorized disbursements from the treasury. For situations of the great cause of the political rivalry was to thwart the Assembly in its effort to obtain control of the revenues. In Upper Canada a similar state of things prevailed; and matters became worse as the reforming spirit of the time sought to remedy them.

RED TAIL

IN the middle of the fir wood lived a squirrel called Red Tail. He was really a very nice, kind squirrel, so it seemed a pity that he was so small. One day Mrs. Bunny did not like him. White Spot, Puzzy, and Puffy were very fond of him, but Mr. and Mrs. Bunny said that he was always leading the little rabbits into mischief. Now Red Tail never meant to lead the children into mischief. One day he told the three little rabbits that they ought to learn how to swim, and he took them down to the stream. When they could all swim across the stream, he told them to roll in the sand, and then they were very happy. But Mrs. Bunny had to sit up all night and lick the sand off their children's faces.

Then another day Red Tail said he would teach them how to climb trees. And though Puzzy fell down and hurt his front paw, and White Spot and Puffy jumped bravely, and then climbed up the tree. And they said there until the fox went away. Then they went home, and Red Tail said to Mr. and Mrs. Bunny: "Now, don't you see what a good thing it is, that I can teach them how to swim and climb trees?"

OUR ORCHESTRA

O H! Listen, listen to the band! It is the grandest in the land; And our conductor, so they say, Is quite the finest of the day.

We care not what may be the key, In octave or symphony; Straight on we go, and never pause For any rest, nor for applause.

The marvelous what power we show, We always play fortissimo; And people say our music sweet Is plainly heard right up the street.

Oh! Listen, listen to the band, And when we've finished, understand That if you'd like to have some more, You've only got to shout "ENCORE!"

NOT A REAL ONE

AS you climb the stairs and pause That if you'd like to have some more, You hear a stealthy footstep, And then an angry roar.

Then you hear the children scream (That's their laughter in their fear), And you whisper to yourself: "What do these children here?"

Tell the roaring and the screams, The laughter and the din, You turn the nursery handle, And gently peek within.

And then the cry is "Auntie! Play with us please, please do, What is it? Can't you guess it? The ligs at the Zoo."

Our Opinion of Things

Being the Views of Boys and Girls on a Variety of Subjects.

FRANCIS HOLT (AGED 12), EDITOR-IN-CHIEF.

LOOK OUT FOR THIN ICE. OUR Canada is so big and its climate of one part of it so different from other parts that some of us may be playing basketball in the school yards, while others are bobbing down snow-covered hills. In some Canadian districts they may be growing potatoes at the same time that they are cutting ice in others.

There's one thing that most healthy Canadian boys and girls will be doing soon, if they are not already—that is, skating. That's a pleasure that is insisted on from early to late.

It is noted that at least forty-eight Canadians lost their lives last year while skating on thin rivers and lakes, and the most of these people were likely boys and girls. They skated on ice that was too thin, and they went through and got drowned. No doubt many others had narrow escapes, and were rescued just in time.

Just think! All of these boys and girls might have been alive today if they had been careful enough. But they took chances, and did not heed warnings of their parents and people who knew they were in danger.

Let us do our part this year in trying to prevent any more accidents. If we all cared enough for our own lives and the happiness of our parents and friends, for nobody dies and is a loss to himself alone—there would be no such tragedies.

Watch for thin ice and keep away from it.

For those who skate only on covered and open roads in Canada, of course, this danger does not exist, but there are other things there that one has to be careful of.

In short—the best plan is to be careful, about all things ice and snow. So shall we have long lives and many friends, and great opportunities to be a blessing in this great Canada of ours.

GREAT DEEDS OF OUR FATHERS.

In another column of this page is the story of the commencement and opening of the Welland Canal, nearly one hundred years ago. It was a great undertaking for our fathers in Canada in those days, for Canada was a very young country. Let us aim to do great things for our country, too.

The time for us to begin is now. We can begin by taking every opportunity to improve ourselves mentally, physically, and morally.

It's Just

- 4 -

Weeks Till Christmas

THEIR MOVE.

Music Teacher—Madam, I came to teach your daughter how to sing. In octave or symphony; Straight on we go, and never pause For any rest, nor for applause.

Music Teacher—No, but your neighbors did.

RAIN AND SNOW, GO AWAY



Did you ever go on sunny days, the pretty flowers to pull, And kneeling in the meadow, fill your little apron full?

Did you ever see the daisies shine, and hear the birds start, Till you sometimes found it hard to tell the flowers and song apart?

And did you ever feel the breeze steal lightly to your cheek, As if it loved you very much, and had a word to speak?

Well, if you have known all these things so beautiful and wild, I'm sure the birds and flowers and breeze have known a happy child.

ROGER GUARDS HIS PLAYMATE



One cold December after the first heavy fall of snow Little Marjorie got lost in the woods and, being very tired, fell fast asleep. Perhaps she would have frozen to death if faithful Roger had not stayed beside her and barked till her friends came.

How Santa Claus Got Down That Small Chimney

Jackie Didn't Know How It Could Be Managed, But It Was All Right.

A VERY gentle knocking came on the kitchen door. Cook called out: "Come in!"

The door opened a few inches, and a little voice said: "It's me, Cookie! Please could I look at the chimney?"

Cook stood staring at Jackie. "The chimney," she echoed. Jackie advanced to the fireplace, and looked at it earnestly.

"Are you going to be a chimney sweep?" asked Cook, laughing. "No!" said Jackie. "I'm going to be a postman—or an engine-driver. I wanted to see about Santa Claus coming down. You see, the chimneys are all so little in Canada, and I don't see how he's to manage it anywhere else."

"Well," said Cook, "you see, the chimneys are all bigger than they look from here."

"It wouldn't like him to get stuck at the bottom," said Jackie. "Well, Master Jackie, if you don't find any toys in your stocking on Christmas morning you will know why, and you must put a brown up the chimney and push Santa Claus out again!"

Before he went to bed on Christmas Eve he paid Cook another visit. "Don't leave a big fire," he pleaded.

He hung his father's biggest stocking at the foot of his bed, and went to sleep thinking of Santa Claus. He heard a noise which he thought was Santa Claus coming down the chimney, and yet when he looked for him it seemed to be just his father and his mother.

"It must be Mrs. Santa Claus," thought Jackie. So he crept from under the bedclothes and crawled to the bottom of the bed. An engine was in Santa Claus' hand.

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PLUM PUDDING

“LITTLE children, come away, For it will soon be Christmas day; A nice plum pudding we must make, For dear old Father Christmas' sake.”

Jeannine, you may stave the plums, And Johnny, grate some fine bread-crumbs; Susan, with care, the eggs shall beat; So all shall help to make the treat.

Mother will cut the citron loaf, And watch the flour and the sugar; Sugar and suet don't forget, Nor some new milk to make all wet.

Then in a large, clean kitchen bowl, With greatest care we'll mix the whole; And each good child shall have a nib, As she helps stir the Christmas dish.

POOR ROVER

“WELL, well,” said Rover to his master, “I wonder what I shall do now? I have never had to earn my own living. I really do not know how to begin to do so. How I wish my poor master had not died!” and Rover sat down and howled sadly.

After a time he got up and walked slowly towards his old home. No one lived there now, but Rover could not keep away from it. Rover stood his master died but he had slept on the back doorstep.

Some kind people who lived in the next house put out food for him, but he only picked a little now and then. Soon he grew to look as miserable as he felt, and his old friends, thinking him too shabby to bother, passed by with their heads held very high.

MR. RESOURCEFUL MONKEY



1.—Great Scott! Here comes a lion!



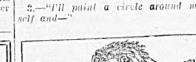
2.—I've simply got to escape him!



3.—I'll paint a circle around myself and—



4.—Then I'll be in another picture, That's the time I fooled you, Mr. Lion.



THE QUESTION

TWO Chickabiddies met one day, And one to the other said: "Oh! such a sad, and slight I've seen. The rabbit lies there dead!"

"Absurd! I'm sure he is not dead." The other quick replied: "I saw the rabbit sitting up. How could he be dead?"

"He is!" "He isn't!" Swift the words they bandied to and fro. From angry words the quick they got to blows.

To hiss and peck and blow. Just then the rabbit passed that way. "What is this fuss?" it said. "Alive or dead, it's most absurd To quarrel over me."

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